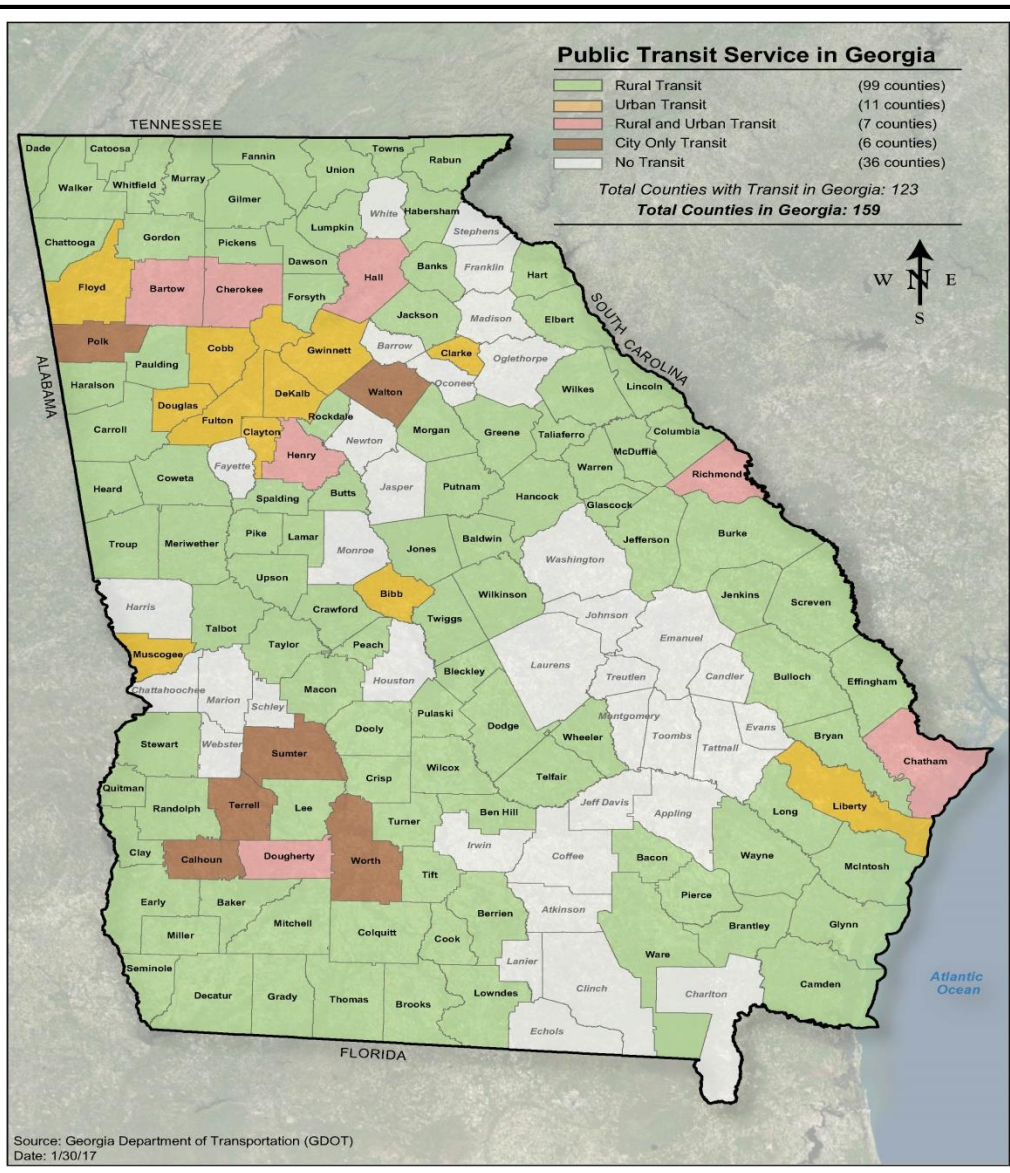




Georgia Rural Regional Transit

2017

Georgia Transit Systems - 2017



Quick Facts:

Public Transit: 123 counties

Human Services Transit: 159 counties

Primary Uses:

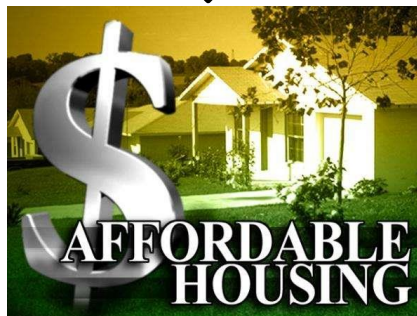
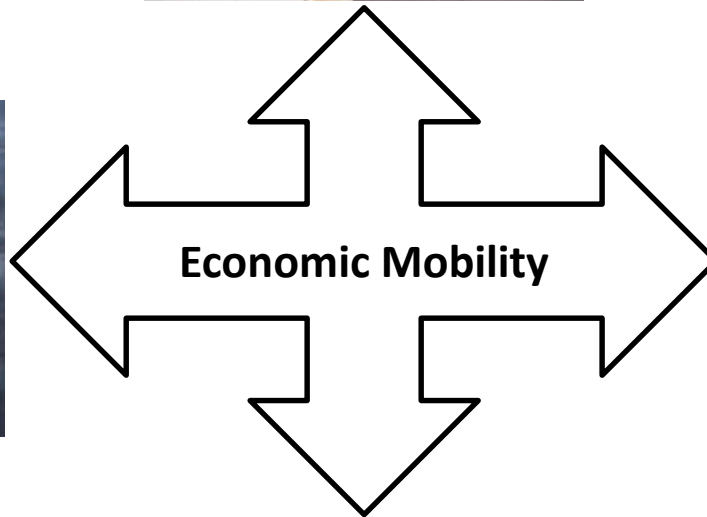
- Employment & Employment Training
- Medical Service Access
- Senior Citizen Livability

Challenges:

- Funding
- Uncoordinated Services
- State and Regional Governance

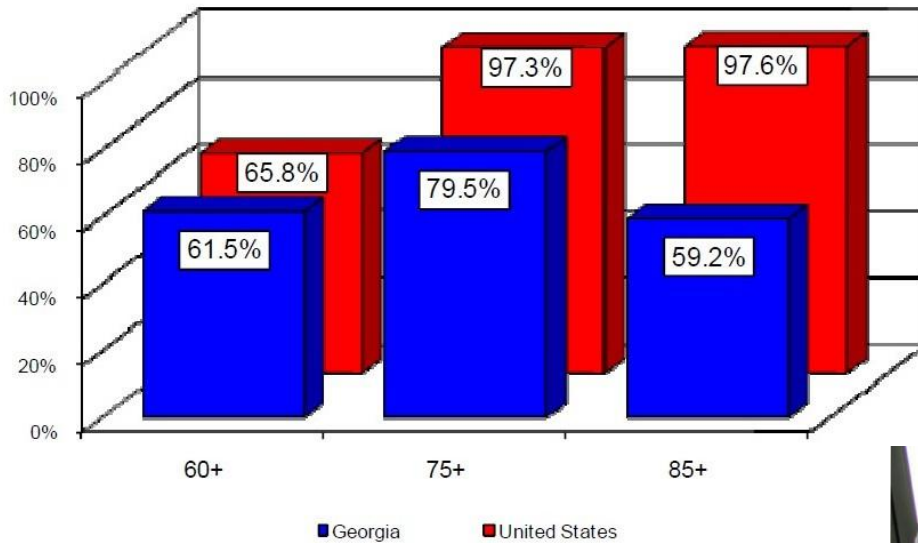
Rural transit is vital to economic mobility and prosperity for rural and suburban Georgia!!!

Rural Transit Economic Mobility



Georgia 2030: Senior Livability

Georgia and United States, 2010 - 2030
% Increase in Population, by Age Group

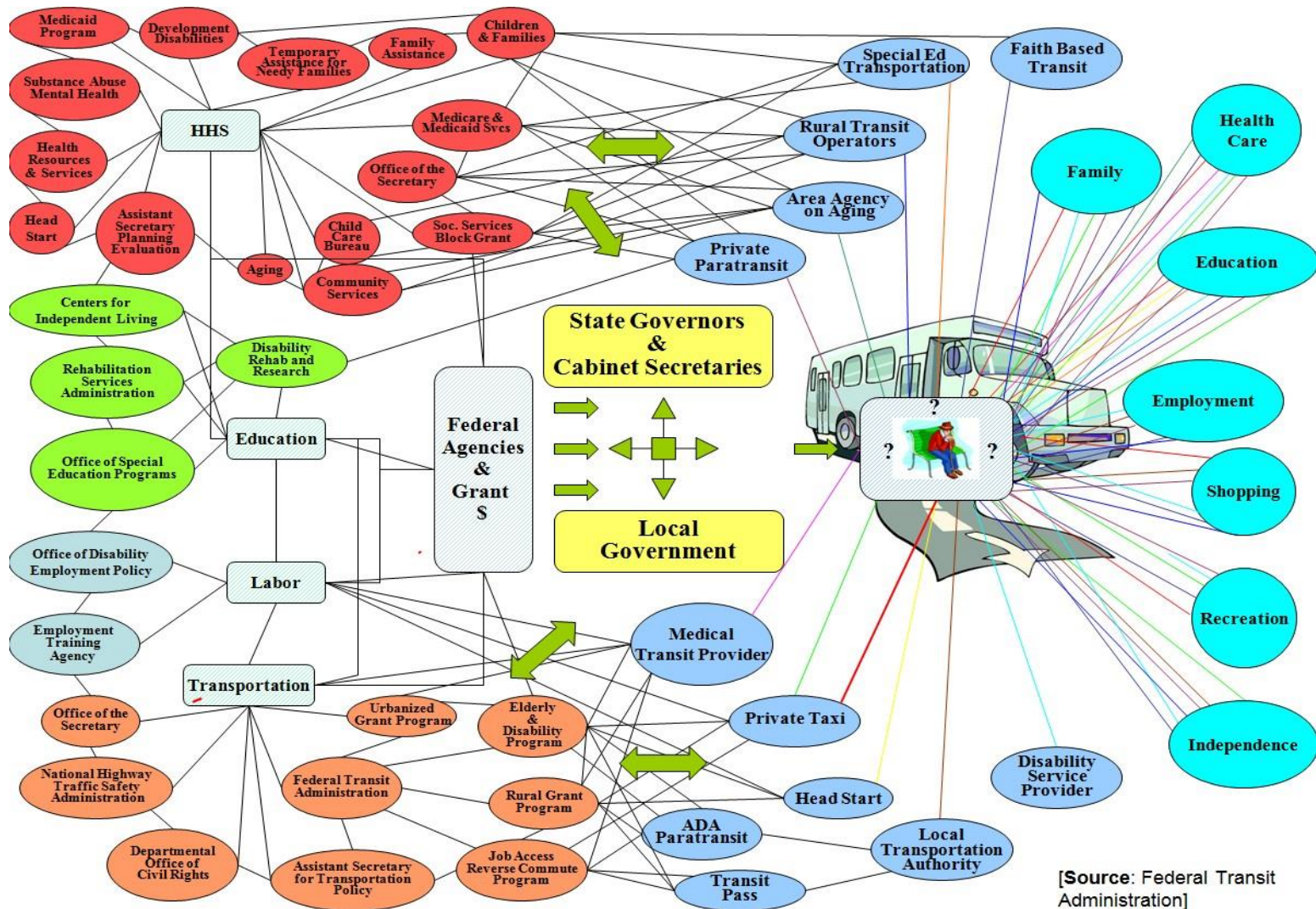


Source: GA Division of Aging

- Georgia's aging population will rise sharply through 2030
- Human services transit, including the elderly, will need a 31% funding increase to keep up with population growth
- Public transit systems will have to increase system flexibility to accommodate older riders



How to Get a Ride?

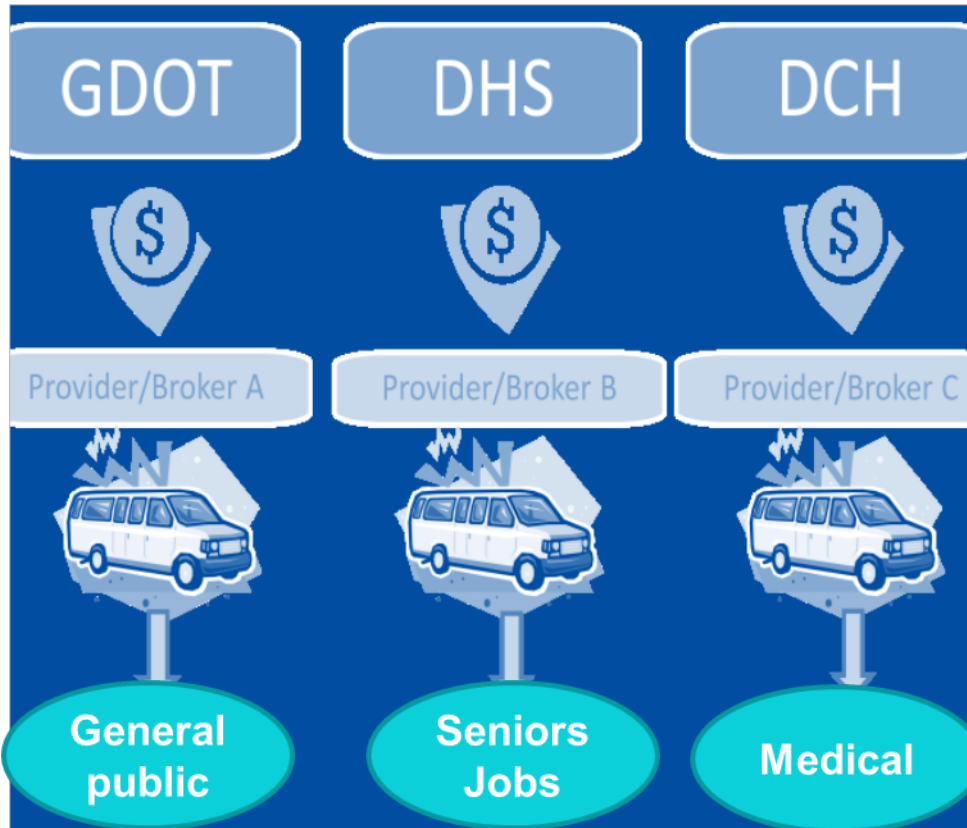


Rural Silo Transit



Agencies and operators in an uncoordinated environment

Rural Transit History



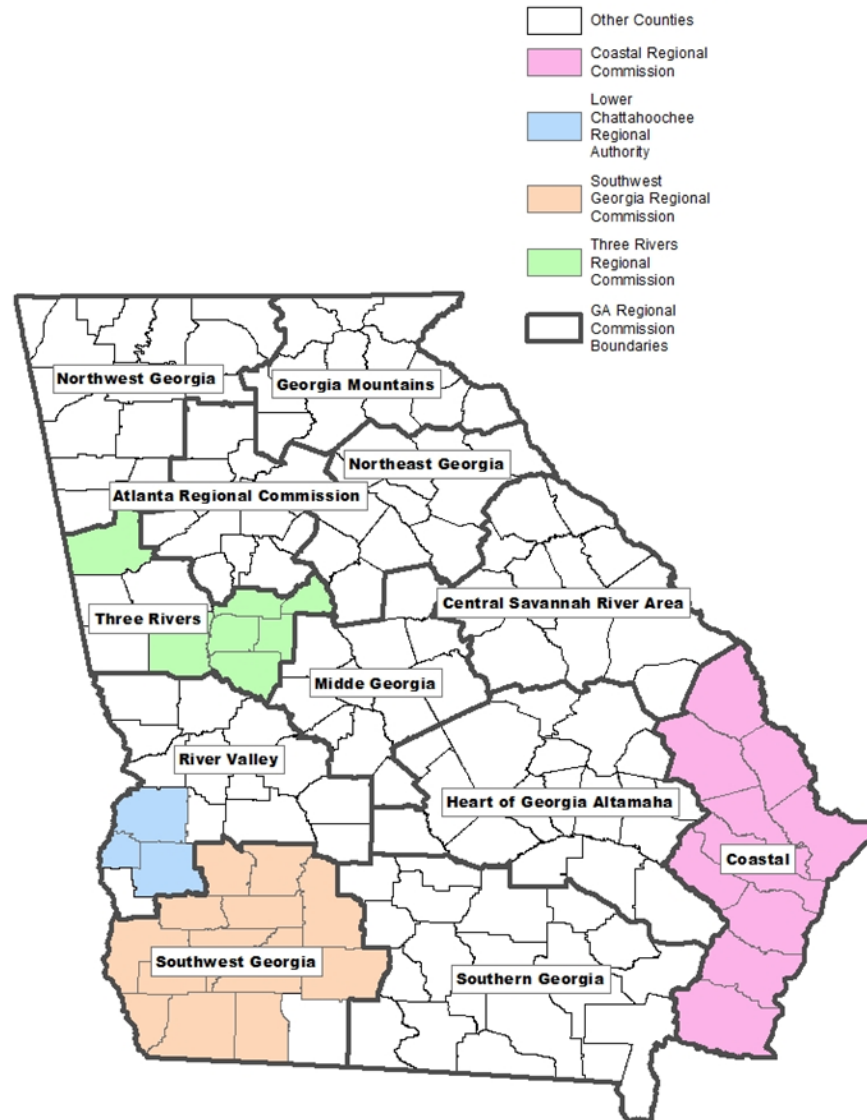
Uncoordinated Services (1998)

- Duplicate services were abundant
- Agency budgets were constrained
- Cost per trip was high
- Trips were uncoordinated

Post RC Coordinated Services (1999)

- Services were consolidated
- Regional service budgets created
- Trips were coordinated
- Cost per trip decreased

Regional Rural Transit

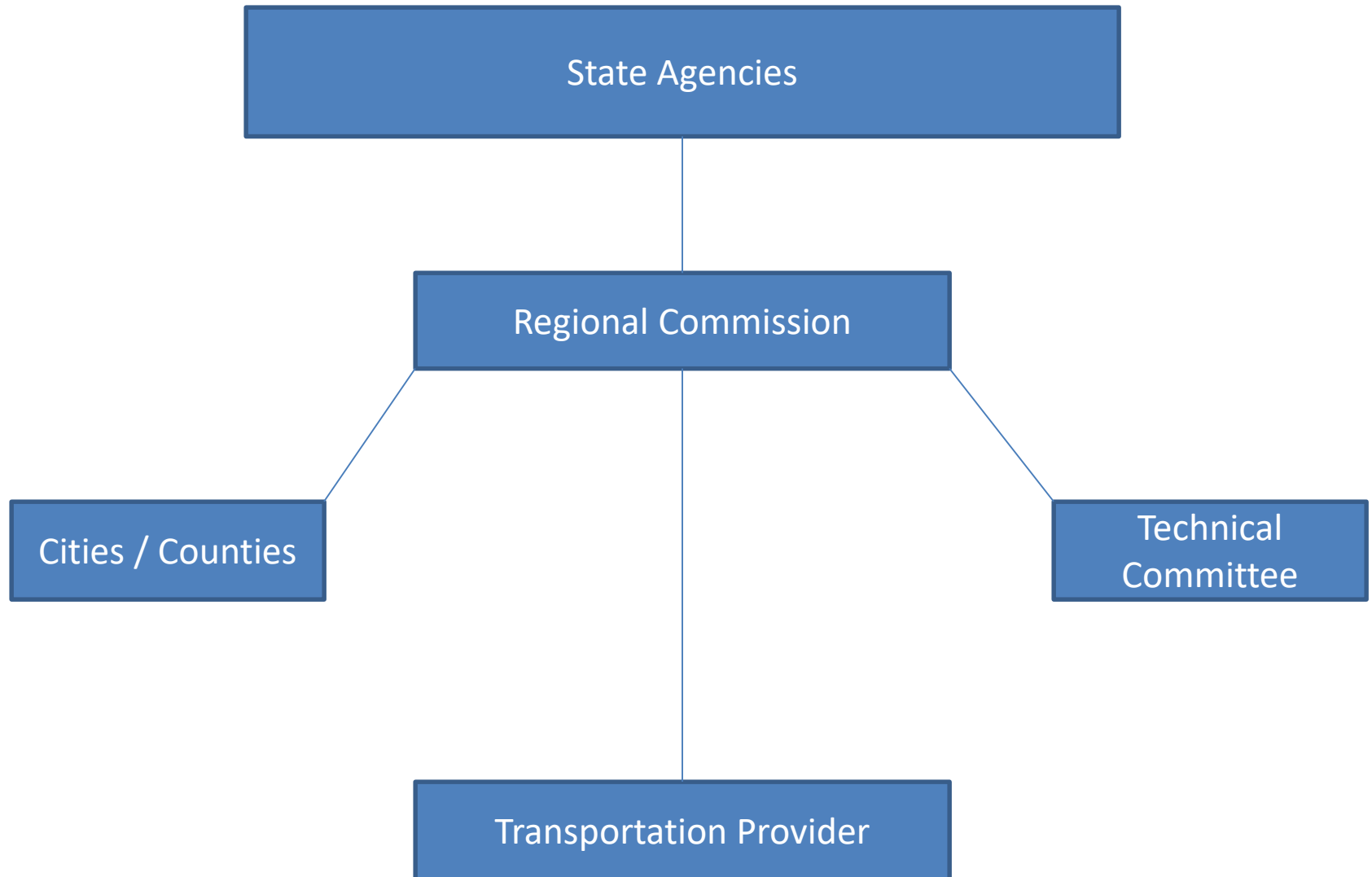


Regional Rural Transit Governance

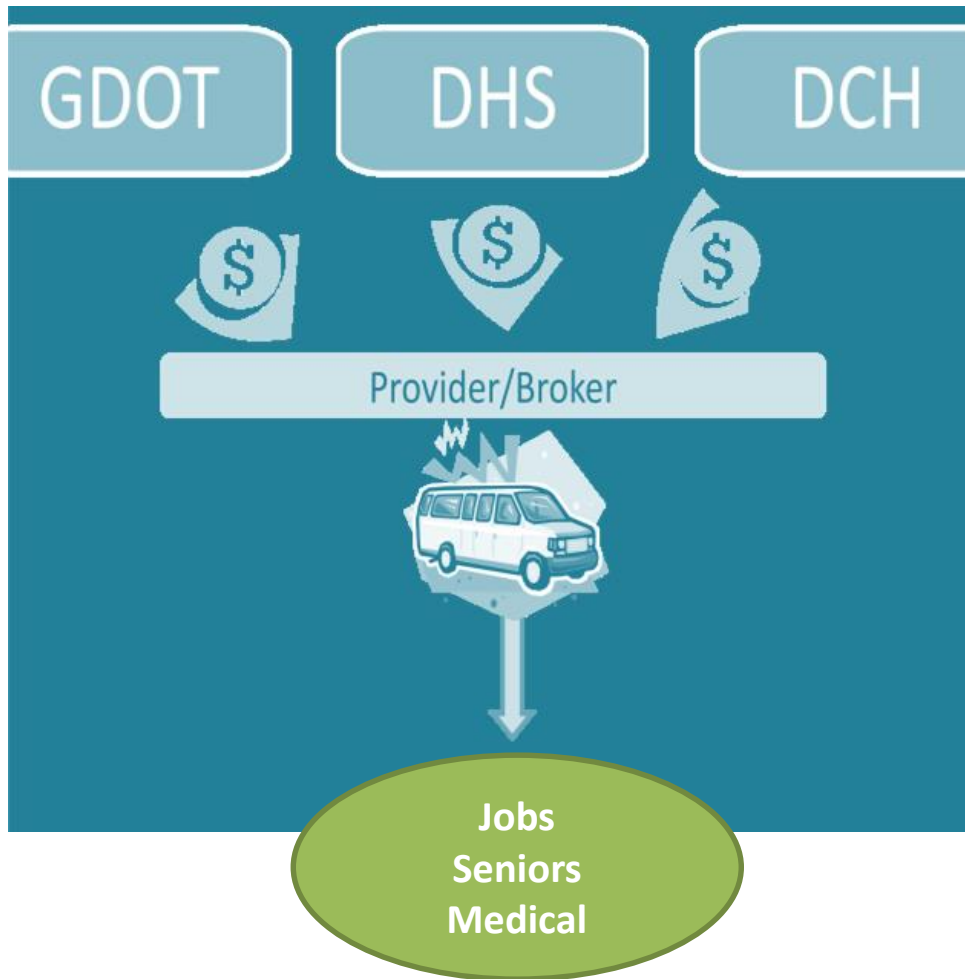


- Regional Commissions (RC's) are transit service areas
- Local governments may elect to participate
- State agencies pool and coordinate transit resources
 - GDOT transit programs
 - Some human service transit programs
- Policy and compliance regulations are streamlined
- RC's provide services through public or private transit operators

Regional Rural Transit Structure



Regional Commission Coordinated Transit



Rural Transit Resilience

- Regional Service Area
- Pools Trips and Passengers
- Creates Sustainable Funding

Economic Mobility

- Regional Job Access
- Regional Job Training
- Sustainable Rural Industries

Rural & Human Services Transit (RHST) Challenges



RHST Coordination Points

- RHST is broader than GDOT, DCH, and DHS
- RHST is not coordinated by law
- Service duplication is alive and well
- Regulations exist in agency silos
- Rural areas “trending urban” service gaps

GAO-12-647 Transit Coordination Report

- At least 80 programs have transit funds
- USDOT administers 7 programs
- Various agencies administer the other 73 programs

Funding Discussions



Rural Public Transit Network

- A stronger rural public transit network is needed to improve economic mobility for rural Georgians
- Maximizes available funds, and reduces the amount of additional funding resources required
- Supports cross county travel because jobs and services don't stop at the county line
- Allow regions and local governments to design systems that meet the needs of the region
- Florida and Texas have good models for state, and regional coordination of transit services

Rural & Human Services Transit (RHST) Solutions



Enhanced Coordination

- Identify and coordinate all RHST fund sources
- Establish state and regional mobility councils
 - Authority to coordinate funds and policies is critical
 - RC's could serve in planning and administrative roles
- Utilize common service delivery regions
 - RC regional boundaries could be designated
 - RC's could administer transit programs, and coordinate with designated entities for services
- Provide a path to coordinate capital purchasing
- Increase participation with ride hailing services to fill service gaps

Contact Information



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